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Recd 1/23/08
Miscellaneous File

Seattle, Wash., Jan. 22nd., 1908.

Mr. J. M. Frink,
President, Board of Park Commissioners,
Seattle, Washington.

Dear Sir:-

Your board passed a resolution under date of December 9th., 1907, requesting me to confer with the Board of Public Works on the subject of the completion and extension of Green Lake Boulevard around Green Lake, the best permanent route for the electric railway, traffic road and pleasure drive across Woodland Park, the extent to which Green Lake should be lowered, the conveyance of waste water from the low service reservoir to Green Lake, the piping of existing springs now flowing into the lake, the interception and diversion into the sewers of all polluted or muddy surface water which would otherwise foul the lake, and to arrange that surplus earth from street grading near the lake shall be delivered where needed along the shore of the lake and for filling low ground in Woodland Park near the lake.

I beg leave to submit the following preliminary report, without plan. I have discussed all previous plans during two conferences with the City Engineer and have examined the lower portion of Woodland Park and the shores of Green Lake.

In brief the conclusions we arrived at were as follows:

1. The normal water surface of Green Lake to be lowered four feet.

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2. A pipe to be laid from the Low Service Reservoir to Green Lake to bring surplus water (when there is any) to the Lake on terms to be made with the ~~Water~~ Board of Public Works if any extraordinary expense for piping be required.

3. The overflow of the various springs in Licton Mineral Springs Park to be secured and piped into Green Lake where the bath houses are to be.

4. The pleasure drive in both East and West Green Lake Boulevards not to be confined within the 120 foot width of the Boulevard but where the traffic roadway must be higher than the minimum above the lake in order to accommodate streets descending to it from the hills, the pleasure drive to be curved some yards further out into the lake and to be kept down as near the proposed water surface as possible, the space between the two roads to be occupied by turf slopes with shade trees. The electric railway to be in the edge of the turf slope next the traffic road except where it diverges ^{to go} through Aurora Avenue. The new shore to curve in to sandy beaches where the drives are low and out around points with greensward and shade trees where the drives are higher. The newly filled shore to be protected from wave action by sloping gravel beaches.

5. A traffic roadway, electric railway location, a pleasure drive and a wide walk to be laid out from West Green Lake Boulevard at 66th. Street, east of the existing electric railway trestle, southerly to and along the shore of Woodland Park by easy curves, to Interlake Avenue and 55th. Street. The pleasure drive to be extended southerly along the west side of

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Interlake Ave. to 50th. Street. A driving connection to be made with Aurora Avenue at 66th. Street.

6. The electric railway southerly from Aurora Ave. and 66th. Street to follow the west side of the proposed traffic road and to be adequately fenced off from the park, and screened by evergreen planting. The electric railway and traffic road to be screened from the pleasure drive by planting.

7. Two or more foot bridges and subways to carry walks and drives over or under the electric railway and traffic roadway from the wooded slopes of the park to knolls and slopes to be created by filling east of the pleasure drive.

8. Surplus earth from grading neighboring streets to be used for filling where required along the shores of Green Lake, and in the low places near the lake in Woodland Park, in accordance with a plan to be devised by Olmsted Brothers, based on topographical surveys to be furnished by the City Engineer's department, the Park Commission in general to pay for the extra haul of earth thus supplied.

I take this occasion to advise against the clearing away of underbrush, natural ground-covering, big picturesque stumps and mossy and large logs in the woods of Woodland Park except in limited areas for special purposes and in accordance with a comprehensive plan.

I will state my reasons for preserving the wildness

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of the woods and will explain more in detail the features of our plan for the improvement of the borders of Green Lake at the time of presenting the plan to the Board.

Yours very truly,

John C. Olmsted

To the Board of Park Commissioners
of The City of Seattle:

Gentlemen:

I beg leave to report to your Honorable Body that I have read the foregoing preliminary report of Mr. Olmsted and believe that the recommendations therein made should be carried out.

Yours respectfully,

R. H. Throusdale
City Engineer